



Skywriter



April 2017



Gerry's Great looking Andreasson Biplane. For sale ad is in this issue.

Next Meeting Wednesday April 13 at the AeroSpace Museum

Monthly Newsletter of the Calgary Recreational & Ultralight Flying Club – COPA Flight 114

Our Mission: To promote safety and camaraderie amongst aviation enthusiasts.

President's Message

By Ed D'Antoni

President's Message

Ed D'Antoni



Presidents Message April 2017

Our March guest speaker was WWII Pilot Typhoon Pilot Jack Hilton. Jack spoke of the day-to-day life of a Typhoon Pilot. His story and Photo's are something that will be long remembered by those who attended. Thanks to Wilf Stark for spending time with and obtaining photos from Jack prior to his talk. Wilf also drove Jack to and from the meeting. Jack enjoyed presenting and answering questions. Carl Forman purchased all available copies of the book "Canadian Typhoon Fighter Pilot." Carl is donating them to the club for use as door prizes. Since the book and much favoured Pilot Flashlight will be part of the monthly draw, ticket prices will be \$2.00 each or 3 for \$5.00. This months topic will be "flying into the US" presented by Brian Byle and Stu Simpson. Next month we will have Art Irvine on Giant Flying Scale and Bob Kirkby speaking on emergency preparedness. See you at the meeting.

President Ed

Calgary Recreational and Ultralight Flying Club

COPA Flight 114

Meetings are held on the second Wednesday of every month, except July and August, starting 7:00 PM at the Aerospace Museum, 4629 McCall Way NE Calgary.

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Skywriter

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Amended Transport Canada Canadian Aviation Regulations / Part 0, Section I, II, III & IV

Section I: No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of a pilot or pilot may try, or attempt to try or make, or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned, Canadian Aviation Regulations (CARs) except as authorized by the administrator or an agent appointed by, or inspected by, the Administrator.

Section II: If a pilot, or group of associate pilots becomes aware of, or realized, or detects, or discovers, or finds that he or she, or they, are or have been beginning to understand the CARs, they must immediately, within three (3) days notify, in writing, the Administrator.

Section III: Upon receipt of the above-mentioned notice of impending comprehension, the Administrator shall immediately rewrite the CARs in such a manner as to eliminate any further comprehension hazards.

Section IV: The Administrator may, at his or her discretion, require the offending pilot or pilots to attend remedial instruction in CARs until such time that the pilot is too confused to be capable of understanding anything.

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Thanks to all who submitted articles for this months Skywriter. A special Thanks to Brian for submitting the information relating to the new Transport Canada Rules It Amazes me that TC bothered to put this in writing. Wait a minute Brian sent me this a couple of Saturdays ago. Come to think of it, he sent me this on April 1st.

Speaking of new regs there is some excitement south of the border about the changes to the Medical requirements. Currently Sport pilots are not allowed to fly to Canada. I wonder if this new Medical ruling will have the same effect for Private Pilot licenses.

I had a computer crash this month and have been working furiously to get things back so I could get the newsletter to press. Sorry if this months newsletter is a little thin.

I have reprinted the over due notification in case you missed it and would like to print it out for your use.

Editor Norm



Light Sport Aviation Inc.
Ultralight Pilot Training School, where your dream comes true

Winter's Aire Park, Indus
Bashar Hussien
403 612 4255

info@lightsportaviation.ca
www.lightsportaviation.ca

Member Profiles

Wilf Stark started doing monthly member profiles back in the mid 90's. Several others have carried on, however none have been done in the last few years. This is my first and penultimate profile. I am doing this in the hope someone else will carry on.

Discovering I was not the oldest member in the club I think it is appropriate to profile the oldest member who of course having soloed at 17 is obviously the earliest pilot in our club. Ivan Myslawchuk soloed in 1955, 10 years before Stu Simpson was born. Ivan started drawing pictures of airplanes before the BallPoint Pen was invented, joining air cadets at the age of 13 he trained in a piper Super Cruiser and Aeronca Champion. He soloed at the age of 17. During and after High School Ivan studied airframe mechanics while a member of the Air Force Reserves. This training resulted in him landing a job with Bristol Aircraft in Winnipeg. Ivan later joined the Air Force, hoping to become a pilot, however he was put into Search and Rescue and retired as an Air Traffic Controller. After the Air Force Ivan moved to Calgary. With the help of Bert Hoskins he renewed his PPL in 1977. Reviewing Mr. Myslawchuk's Log books I discovered certified aircraft he has flown include Grumman AA1's, Travellers, and Cheetah's, a Fleet 80 Canuck, C-150, C172, C177, PA 28-151, PA 28-161, Citabria 115, Varga Kachina (Shin 250), PA-15, Piper

Warrior II, and a PA Tomahawk. I may have missed a few.

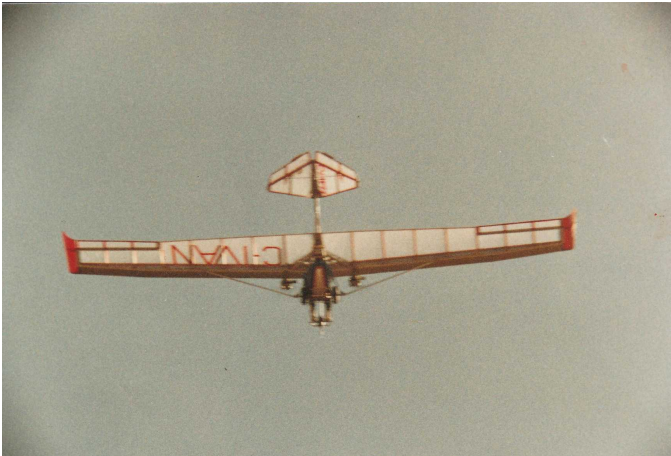


Ivan's first Ultralight ride was in a Skyseeker in 1984. While in Acme watching the first flight of George LeMay's restored De Havilland Rapide he saw his first Lazair. He immediately started Ultralight training with John Reed's Chinooks and Beavers at Indus. In 1987 Ivan purchased a derelict Lazair R-185 from Wayne Winters and restored it to flying condition. (See before and after Photo's).

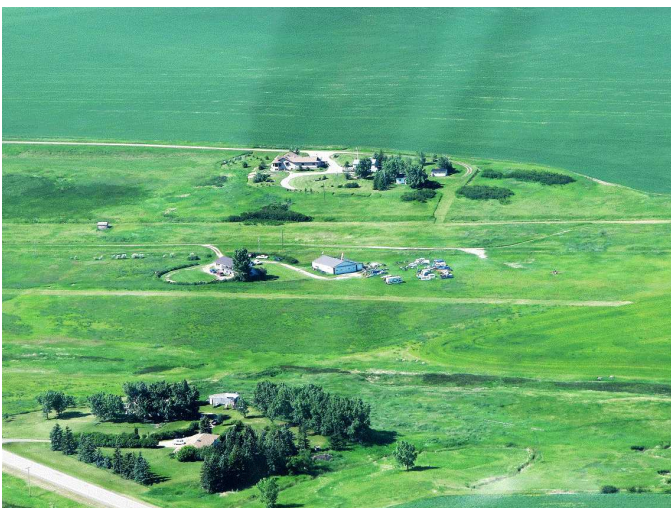


While doing taxi tests a Bizarre accident resulted in Ivan Breaking both ankles. With a lot of help from Don Rogers Ivan was in the air within 3 months. Since then Ivan has owned and flown a Kolb

Ultra Star, VP11, Chinook, and a Mini-Max.



In the years I've known Ivan I have found him to be generous and helpful. He has carved propellers for himself and others. One instance that impressed me was when he found that Andy Gustafsson had looking for a propeller for his 1/3 scale "Man Cave" Piper Cub, Ivan went to work and carved a lacquered a beautiful propeller for it. After his first door prize of the Club's great LED Flashlights, Ivan has been drawn for 2 more which he refused so that others would have a chance. One of Ivan's biggest flying thrills was a flight in one of Tom Conroy's Harvard's.



Ivan has a 1000 ft runway on his

property which needs your undivided attention to use. His pride and joy is what's inside his hangar. A VW Beetle, motorcycles etc. But what is most eye catching are all the aircraft parked or hanging from the rafters. The aforementioned Kolb Ultrastar, a couple of Lazairs, a minimax and a VP, to name just a few. He has gathered a lot of interesting items and is proud of it all. A great collection.

FLYING WITH FRIENDS



A couple of weeks ago Stu, Bob and myself went for a Sunday flight. We headed out for a jaunt around the patch and ended up in Wetaskiwin. We all arrived within 10 minutes of each other and did some visiting with other aviators hanging around the airport. One of the guys was kind enough to give us the keys to his vehicle so we didn't have to walk to Smittys. What a great gesture.

After a great lunch the three of us departed in trail. As Tail End Charlie I had to locate the other two as we climbed out. As long as I stayed below them they were easy to spot. Once I was at the same altitude it was very difficult to see them. I made sure to keep them in sight once I had them. We decided to try getting some photos of Stu and Bob in a loose formation and here are a couple of those photos. One photo has both of them in it and the other only one. It illustrates just how difficult it is to pick out an aircraft against the background.



When we head out as a group we must be vigilant to maintain visual contact and situational awareness of others around us.

If there is a speed difference between some of you then the faster aircraft should be at least 500' higher than the others. And communication between all parties is extremely important.

Let's have fun but make sure we do it safely.

Brian



Two planes in picture. Do you see both

I lost them a few times while getting the shots even though I knew exactly where they were.

Practiced Forced Landings.

As the spring flying season is here I thought I would remind us all the importance of Practiced forced landings. I started in Ultralight flying after taking a ride in the back seat of a Beaver. I was instantly hooked and I thought this is what flying was meant to be. I had experienced Cessna intro flights and felt unimpressed. The flight in the Beaver hooked me on ultralights.

When I started my training, one of the first things my then instructor stressed was Practiced Forced Landings. The PFL, Practiced Forced Landing, was to help me develop sufficient skills to cope with an emergency landing away from a suitable airfield. I did not understand at the time that flying two stroke engines made this skill invaluable. I remember the first time a field was picked. The descent to it seemed unnerving and I kept wondering when the instructor was going to let me resume normal flight. As with any new skill it became less stressful with practice.

It was not until sometime later I realized the importance of the exercise. My Rotax 582 stopped a couple of times on take off and both were without incident because of my training. The first thing that my instructor taught me was FLY THE PLANE. Up til my first motor out I wondered how I would react to my first forced landing. It is amazing how training takes over and keeps you safe.

My first motor out was on take off at about 300 feet AGL. Not much to do except land straight ahead. You might think panic would take over but when the motor went quiet, all I had time for was a quick look to determine the best spot, shift the plane slightly with the rudder to the left and put it down. Actually the first thing I did when the motor went quiet was push the stick forward and then checked airspeed. Then I checked where I was headed and put the plane down. When you loose motor on take off, push the stick forward first.

So how do you pick an appropriate field to land in?

There are a few things to consider and with practice you will be able to pick out a good field quickly. The six 'S' checklist will help ensure you cover all the important factors.

1. Shape - Square? Ideally you want the field to be wide and long, giving you a good safety margin.
2. Size - Will there be a large enough landing distance?
3. Surface - We want to land in a cut grass field or a field which has a soft, shallow crop. Muddy fields and landing across the plough line of the field will only increase the risk of injury during landing.

4. Surroundings - Look around the field, not just the initial aiming area. Are there any telegraph poles? Electricity pylons? Walls or fences half way down the field?

5. Slope - Does the field slope downwards, increasing the landing distance that will be required. Is the land too undulating? Ideally we want to land in a field that is fairly flat.

6. Sun - You do not want to be flying directly into the sun on your final approach to the field as it could cause glare to the point where your view is very poor.

My instructor drilled into me Aviate, Aviate, Aviate, Navigate, and Communicate. In that order. He used to say "FLY THE PLANE, FLY THE PLANE, FLY THE PLANE." It has been said that you are better to arrive at the ground in a landing position at 80kts then to meet the ground vertically at even 10kts.

As you fly keep your eyes outside the cockpit and looking for that emergency landing spot.

Good luck hopefully you wont need a forced landing away from a field but best you are ready for it and never use it rather than need the skill and not be ready.

Fly Safe

Norm



Could this be the first ever KitFox. It is serial number 002 and the documentation says it is the first one to ever fly. The owner is about finished the restoration and hopes to have it airborne soon.

FOR SALE

FOR SALE :

60 x 40 Hangar at Drumheller Municipal Airport
CEG4. New Steel Roof 2013. Gravel / Sand floor.
Located on Tarmac, directly off runway 34.

Asking Price 20K OBO.

Phone: George at 403-931-1645

E-Mail george7@hughes.net



Cuby II with Rotax 582 for sale \$9500.00

195 hrs on Rotax 582

Approximately 500 on airframe

Oil Injected - no mixing

2 x 10 gallon tanks

85 MPH Cruise

Icom A5 radio

Intercom and headset

Ballistic parachute cost \$4200.00 US never mounted
in any aircraft available for \$2000.00

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Asking \$300.00. Tim Vader, 403 620-3848,
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Hanger at Springbank for sale. 1/2 share of 66'Wide x
40'Deep x 16'High, with 50' x 14' bifold doors, south
opening. Insulated, gas roughed in. \$100,000. Call
Cam at 403-970-5394.



Biplane For Sale

Andreasson BA-4B Sport Biplane \$21,000 Negotiable

- Single-seat, high-performance ultralight
- Lycoming O-235 118 hp, 0 SMOH
- Dual P-Mags!
- Prop 0 SOH
- Estimated cruise near 150 mph
- Excellent panel including Trio EZ Pilot single axis autopilot slaved to Garmin 296
- Full electrics, including starter, lights, trim
- Excellent all-metal construction by retired airline AME
- Oil cooler and remote oil filter
- Mode C transponder
- Removable bubble canopy, cabin heat
- Fighter-style control stick with working switches
- 5-point harness
- 14.5 US gallon fuel capacity
- Four ailerons and flaperons
- Full swivel tail-wheel, spring steel gear and dual brakes

- Adjustable pedals

The builder's loss of medical forces the sale and the plane has not yet flown. This plane is best suited for small to medium sized pilots. It will require final aileron rigging, and installation of completed lower wingtips and lower wing gap seals.

Contact Stu Simpson at bushmaster@shaw.ca, or 403-255-6998 for a complete information package with more photos.

Canada Flight Supplement Quiz

OLDS-DIDSBURY AB

CEA3

REF	N51 42 39 W114 06 22 4.3S 15°E (2013) UTC-7(6) Elev 3360' VTA A5005 LO2 CAP	
OPR	Olds-Didsbury Flying Association 403-335-2380 Reg	
PF	A-1 C-2,3,4,5,6	
FLT PLN	NOTAM FILE CYBW FIC Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA) ACC Edmonton IFR 888-358-7526	
SERVICES		
FUEL	100LL VISA, MasterCard	
OIL	65, 80	
S	1,2,3,4,5,6,	
RWY DATA	Rwy 10(103°)/28(283°) 3664x75 asphalt Rwy 28 up 0.30% Rwy 04(041°)/22(221°) 1933x50 turf	
RCR	Opr Ltd maint. Rwy 04/22 ltd win maint.	
LIGHTING	10-(TE ME), 28-(TE ME) ARCAL-123.2 type K	
COMM		
ATIS	122.7 (Key mic 4 times) Dep Edmonton Ctr 132.85	
ATF	tfc 123.2 5NM 6400 ASL	
NAV		
NDB	K2 376 (L) N51 42 36 W114 06 26 Pvt Unmonitored	

Use the Canada Flight Supplement information above to answer the following questions.
Use the Canada Flight Supplement information above to answer the following questions.

1. How far is the Olds-Didsbury airport located from the nearest population centre, and in which direction?
2. According to the CFS entry above, is two-stroke oil available at the airport? How about mogas?
3. The CFS entry shows that the airport features ARCAL. What does this mean?
4. What is the length and orientation of the grass runway at Olds-Didsbury?
5. How many wind socks are situated at CEA3? Which one is lighted?

CFS Quiz Answers

1. The airport is 4.3 miles south of the nearest population centre as noted in the REF box of the entry.
2. There is no two-stroke oil available, nor mogas. Only 100LL avgas and 65 or 80 weight aircraft piston engine oil is available.
3. ARCAL = aircraft radio control of aerodrome lighting. If a pilots clicks his radio microphone switch seven times in 5 seconds this will activate the runway and taxiway lights.
4. Runway 04/22 is 1933 feet long.
5. There two windsocks. The one nearest the centre of runway 10/28 is lighted for low light or night time use.

CF-MLB Overdue Notification

These instructions review what you need to do if I don't call you after a flight.

I will tell you when I'm leaving and when I expect to arrive. I will also tell you when to expect my call after arrival. If I don't call when I said I would, call my cel phone first (1-403-861-6716) before calling Search and Rescue. I may have gotten distracted and forgot to call.

If I don't call and you can't contact me you will need to contact Search and Rescue as per the following instructions:

1/ Call any of the following numbers:

Trenton Joint Rescue Coordination Centre

1-800-267-7270 or 1-613-965-3870

(they will accept collect calls dealing with overdue or missing aircraft)

Or

Edmonton Flight Information Centre

1-866-992-7433

Or

Canada Flight Brief

1-866-541-4102

If I'm flying in the United States

Leidos Outage Reporting and NOTAM Line

1-877-487-6867

It will ask which state you are calling from – say the destination state and a Briefer will answer.

2/ Tell them you'd like to report an overdue aircraft. They will probably ask for some of the following information:

Type: **Cessna 195**

Registration: **CF-MLB**

There is a Flight Plan Template with Nav Canada and US Flight Service

There is a 406 ELT and SPOT (ESN: XXXXXXXXX) on board

3/ Pilot: **XXXXXXXXXX** License: **XXXXXXXXXX** Cel phone: **XXXXXXXXXX**

4/ People on board: _____ (I will tell you how many are in the plane before I leave)

5/ Going from _____ to _____

6/ Time Departed _____ Expected arrival _____

7/ Fuel on board: _____ hours. (I will tell you how much fuel I have on board before I leave.)

8/ Colour: **Polished aluminum**